

ARTICLE 302

INDUSTRIAL SYSTEM

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STATUS

The development of the industrial land use portion of the Master Plan has involved the collaboration of the Mayor's Committee for Industrial and Commercial Development, the Detroit-Wayne County Port Commission, the Detroit Housing Commission, the Department of Streets and Traffic, the Department of Parks and Recreation, the Department of Public Works, the Department of Water Supply, and the City Plan Commission.

The industrial land use portion of the Master Plan was developed as an integral part of The Proposed Generalized Land Use Plan, and was adopted as part of the Master Plan by the Common Council in March 1948 (J.C.C. p. 499). Numerous revisions have been adopted by the Common Council since then. A major revision was adopted on March 30, 1965 (J.C.C., pp. 665-667), with the designation of industrial port terminals as recommended in the Riverfront Study of 1963. Other recent revisions were adopted by Common Council on Feb. 27, 1973 (J.C.C., pp. 502-506) as part of the planning for the Jefferson-Chalmers area, and on May 7, 1974 (J.C.C., pp. 1041-1049) as part of the planning for the Hubbard-Richard/West Riverfront area.

302.0100 INDUSTRIAL LAND USE

302.0101 Objectives

For Detroit even more than for other cities, industry is the economic reason for the existence of the City. If the city is to prosper as an industrial center, it must offer conditions suitable for industry. These conditions, recognized as the basis for the industrial land use portion of the Master Plan are principally:

1. Suitable sites for modern industrial plants with parking, with a margin of area for modernization and expansion.
2. Thoroughfares and rail access so that both workers and materials can move freely to and from the plant without being choked off by residential streets.

3. A plentiful labor supply to be secured by having the city an attractive place in which workers are happy to live and work.

302.0102 Criteria For Industrial Areas

The industrial portion of the Future General Land Use map shows four categories of industrial use.

1. General Industrial Areas - Should consist of areas for light and heavy industrial uses which include producing, assembling components and parts, packaging, and warehousing. Small scale industrial uses are light machine shops, clothing, furniture, appliance manufacturing; etc., usually located on small sites. Large scale industrial uses are auto manufacturing, structural steel fabrication, chemical plants, power plants, etc. which are characterized by large sites and considerable traffic flow.

General industrial areas should have accessibility to a freeway or a major thoroughfare within 5 minutes surface travel time. Main line rail should be in the vicinity with spurs easily provided if needed.

The centrally located general industrial areas (generally within Livernois, Six Mile, Conner Loop) should generally be developed with more intense uses (25 employees per net acre and above, and 40% land coverage and above), in order to better utilize higher value, higher public investment, central place land.

2. Goods Distribution Areas - Should generally consist of areas for uses concerned with the handling, storage, and movement of goods and materials. Typical uses are transportation terminals, wholesale and warehouse facilities, maintenance and service uses, goods packing and processing uses, and supporting office and service uses.

Goods distribution areas require excellent accessibility by freeways and major thoroughfares to the major goods pick-up and delivery areas of the city and region. They may be served with advantage by other transportation modes for the interchange of freight.

The centrally located goods distribution areas should be developed with the more intense goods distribution uses that serve the businesses and industries of the regional core. The outlying goods distribution areas should accommodate less intense uses that relate to a larger service area.

3. Light Industrial Areas - Should generally consist of areas for industrial uses whose performance characteristics are such that they have minimum undesirable effects on adjacent residential activity. Thus, light industrial areas should be located as buffer areas between areas of general industry and residential areas or in other areas where high performance qualities are required.
4. Port Industrial Areas
 - a. Owner-Use Port Terminals - Should consist of general areas along the Detroit and Rouge Rivers for the use of industries requiring wharves, docks and piers exclusively for the handling of their own raw and finished material or products.
 - b. For-Hire Port Terminals - Should consist of those water shipping terminals whose facilities are available to the general public. (Almost all overseas cargo ships use these facilities, which handle general cargo, bulk cargo, and have an international trade zone of 4 to 5 acres).

The pattern of major industry in Detroit is formed by the railroads and their belt lines. The planning problems raised by industry are not so much with this basic framework as with the contact and the intermixture of homes with industry along the borders of the industrial corridors.

The land use plan utilizes this established pattern and proposes where its fringes should be rationalized. With the present development of the city the most effective steps that can be taken over the next decades are to:

1. Further separate industry and homes, keeping heavy industry at the core of the industrial belts and lighter industry along the outer edges.
2. Establish buffers and open areas between industry and homes so as to reduce the effect of industrial noise or windborn nuisances.
3. Widen thoroughfares and route expressways along industrial corridors to handle industrial traffic and keep it off residential streets.

302.0103 Determination of Industrial Area Boundaries

It should be recognized that the mapped Master Plan industrial area boundaries are generalized, not detailed. The actual boundary or edge of an industrial area should be determined on the basis of detailed local development considerations, and specified in the Detroit Zoning Ordinance. In this manner an industrial area boundary could be developed along a major or secondary thoroughfare, a local street, or even an alley, provided that the adjoining development is protected against any objectionable effects of the industrial uses through zoning, performance controls, traffic controls, and public improvements.

302.0104 Factors Governing the Pattern

Availability of sites large enough to meet the needs of typical modern industrial plants is a central governing factor in determining areas for industrial development. The typical new Detroit industrial plant is a single-storied plant extending over a large ground area. New plants have been built where area is available for employee parking and for future expansion. Since these conditions are most readily met on tracts of vacant acreage, much recent industrial development has gone outside the city.

The land use plan proposes that these conditions can also be provided in industrial corridors within the city if a sufficient margin of vacant land can be reserved or restored for industrial purposes. Within the corridors, a few sites along rail lines remain in the city and can be protected for industrial purposes by zoning.

In the older portions of the city, the industrial corridors include areas which now contain a mixture of houses, industry, and commerce. Some form of municipal aid in assembling these areas and clearing them is necessary if the conditions for sound industrial development are to be met.

302.0180 Other Policies Relating to Industrial Land Use

Refer also to Article 103 Summary, Section 202.0100 Neighborhood Unit Pattern, and Section 202.0200 Community Pattern; Section 203.0100 Future General Land Use; Section 204.0200 Redevelopment; and Section 301.0300 Residential Change for other city-wide policies that specifically relate to industrial areas. The remainder of this chapter, Chapter III Urban Systems Policies, and Chapter IV Urban Areas Policies provide further information that relates, more generally, to industrial uses and areas.

302.0190 The Map

For current information see the map entitled Future General Land Use - Detroit Master Plan, inserted at the back of this document. An enlarged copy may be obtained from the City Plan Commission.